III Corps

Fort Hood Flight Safety and Standardization Committee

4TH Quarter FY 09

Phantom Warriors

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- **Opening Comments:**

III Corps
Phantom Warriors

FHFSSC – Old Business

- **Issue**: UAS Integration and Operations

- **Discussion:**

  Update on FH 95-23

- **Status**

  FH 95-23 is actually at the printer. Should have an effective date of 1 October at which time we can post to the Pilot's Tools Web Site

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FHFSSC – Old Business

- **Issue**: Proposed FH 95-1 Changes

- **Discussion:**

  Status of Ft Hood 95-1

- **Status:**

FH 95-1 is actually at the printer. Should have an effective date of 1 October at which time we can post to the Pilot's Tools Web Site

FHFSSC – Old Business

- **Issue**: Ft. Hood Pilot Tools Website
- **Discussion:**

  Reviewed by designated committee – Recommendations

  1. Web site be adapted as is. It should reside with 21st Cav who will continue to be the webmaster. The site should be linked to the Ft. Hood Site immediately – Announcement of link should go out on global email.

  2. Except for FH 95-1, FH 95-23 and the LZ Cards and their changes, data should not reside on the web. It should only link to other sites.

  3. Recommendations for additions, links and changes may be submitted by Brigade Stands Officers or higher to the Installation Stands Officer and may be immediately approved and implemented by a committee of 3 consisting of the Installation Stands Officer, a representative from G-3 Air and an IMCOM airspace representative. Changes and additions made to the web site will be briefed to the FHFSSC at the subsequent quarterly meeting.

- **Status**: Ready to Implement & Link to the Hood Web Site if Recommendations are Adopted

FHFSSC – Old Business

- **Issue**: The issue of AH64 CCA/diving fire training on the reservation being interrupted by aircraft flying the CARS.
- **Discussion:** CW5 Ham was appointed to put together a committee to discuss options. Committee members were:

- CW5 Chandler 4/3 ACR
- CW5 Detlefsen 21st CAV
- Mike Moodt DAO
- Marla Coward DAO
- Malcolm Williams DAO-ATC
- CW5 Jimmy Green 21st CAV
- CW5 Blakemore 21st CAV
- Robert Ulrigg DAO AT&A

- **Status:** A great deal of discussion occurred and the consensus was that more discussion would be necessary with more involvement from the ATC professionals. Mr. Ham has since been deployed for a short period of time. Discussions could resume with Mr. Ham's return before the next quarterly meeting.
- A couple of major points/concepts were made during this meeting.

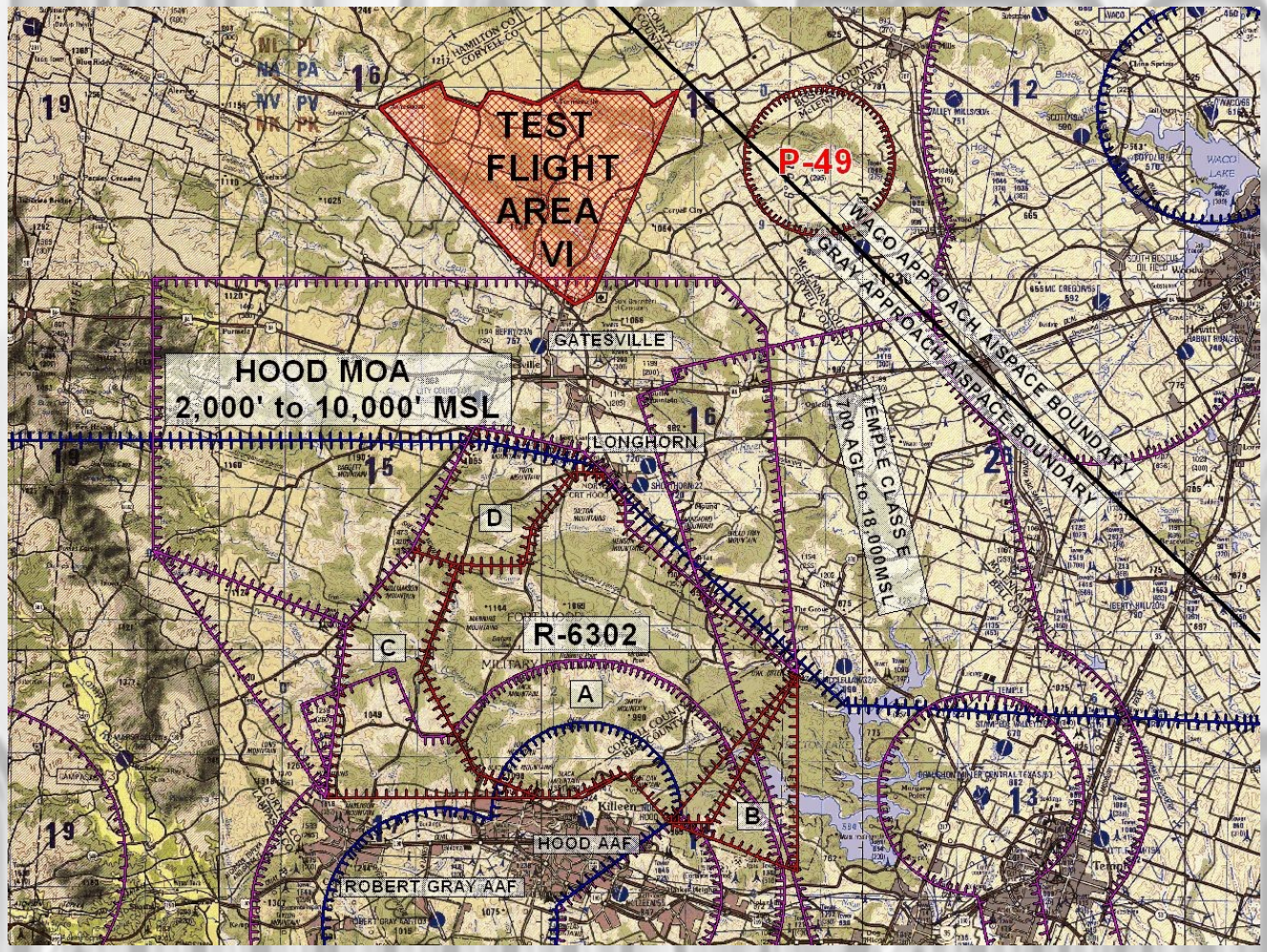
1. The inner "Alpha" CARS ring could probably be eliminated with little effect on current flight operations in the restricted area. Note: The "Bravo" or outer CARS ring should be looked at for more usable (Visible) checkpoints.
2. "Sole Use" airspace with it's current definition has probably outlived it's usefulness. Airspace could, perhaps, be designated as "Scheduled Airspace" where airspace designated horizontally by training areas is actually scheduled and reserved from the surface and extend upwards to perhaps 4500' and be activated for use exclusively by whoever schedules that airspace much like Sole Use airspace is currently used. Aviators may otherwise use any "Unscheduled" airspace.
3. Another Committee meeting is needed to further study and discuss these concepts.

FHFSSC – New Business

- **Issue**: New Test Flight Area Designated

- **Discussion**:
- There is now and will be several units who will occupy North Fort Hood for training. There was a need for those units to do maintenance test flights and the flight to existing test flight areas for some test flights was excessive.
- A new maintenance test flight area has been designated and will be incorporated into FH 95-1. The test flight area is designated Test Flight Area VI.

FHFSSC – New Business



From the town of Gatesville NW along Hwy 36 to the town of Jonesboro, then east along Hwy 217 approximately 13Km to a NNE/SSW power line, then SSW along the power line to Gatesville.

4th Qtr FY 09

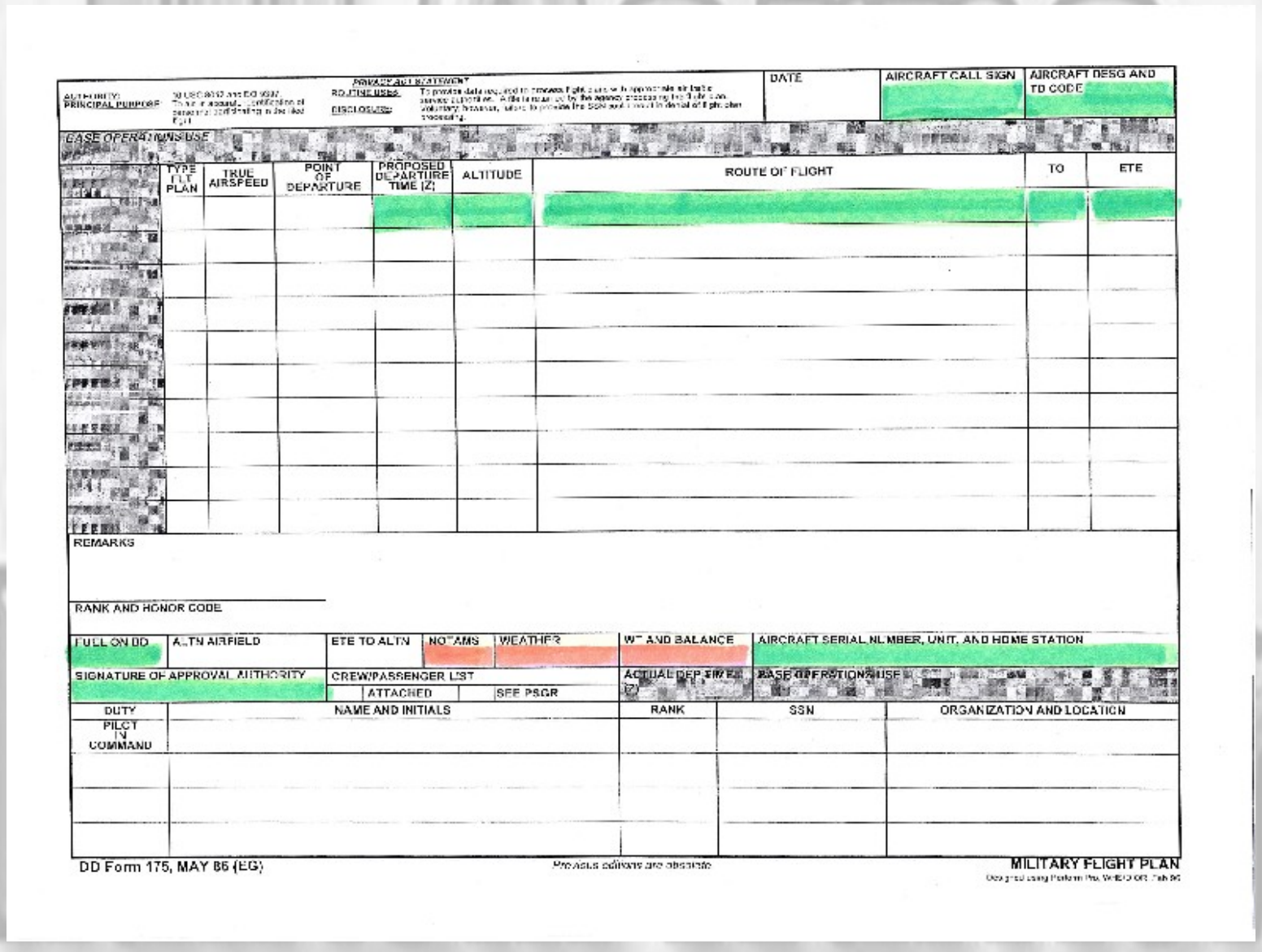
SEP 09

FHFSSC – New Business

- **Issue**: Flight Plan Study - Mr. Michael Garrett, Operations Officer, Robert Gray Army Airfield would like to implement changes to flight plans submitted to Robert Gray Operations to support a study that he is conducting.

- **Discussion**: Mr. Michael Garrett

FHFSSC – New Business



AUTHORITY:
PRINCIPAL PURPOSE:
PRIVACY ACT STATEMENT
ROUTINE USES:
DISCLOSURE:
DATE
AIRCRAFT CALL SIGN
AIRCRAFT DESG AND TD CODE
CASE OPERATIONS USE

TYPE FLT PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE

REMARKS

RANK AND HONOR CODE

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION

SIGNATURE OF APPROVAL AUTHORITY
CREW/PASSENGER LIST ATTACHED SEE PSGR
ACTUAL DEP TIME (Z)
BASE OPERATIONS USE

DUTY	NAME AND INITIALS	RANK	SSN	ORGANIZATION AND LOCATION
PILOT IN COMMAND				

DD Form 175, MAY 86 (EG) Previous editions are obsolete MILITARY FLIGHT PLAN

FHFSSC – New Business

- **Issue**: Notams Clairification
- **Discussion**: Mr Bob Ulrigg - DAO

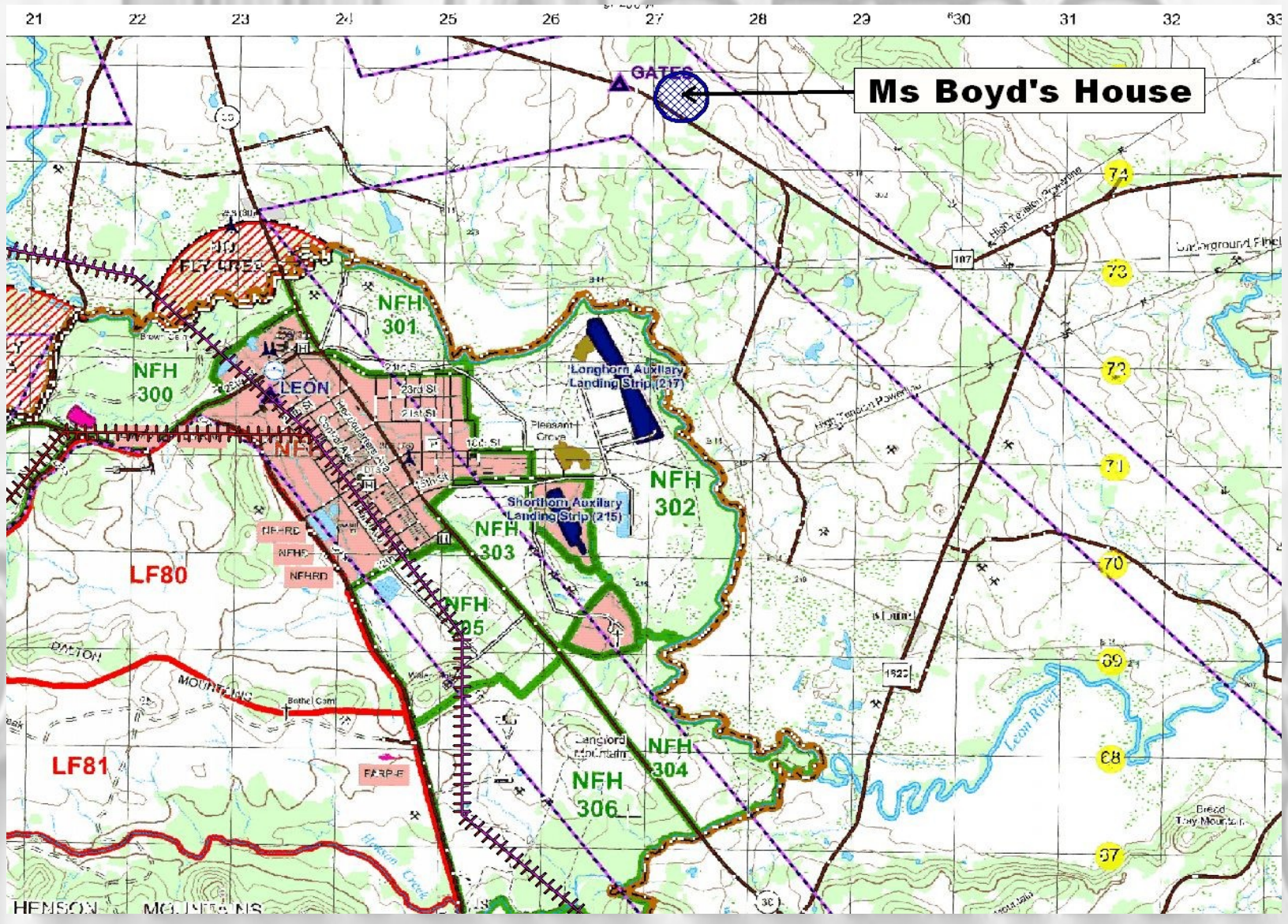
- We have fielded lots of questions ref the NOTAMS for RGAAF during the ongoing construction.
- Yes we know there duplicate NOTAM in the system. The reason is as follows:
- The NOTAMS that start with a number, i.e. 09/002 are issued through FAA Flight Service.
- The NOTAMS that start with FDC, i.e. FDC 9/6073 are issued through FAA Flight Data Center and cover procedure changes. (We have no control over these type NOTAMS)
- The NOTAMS that start with M, i.e. M0257/09 are Military NOTAMS issued by Base Operations and are safety of flight issues.
- The NOTAMS that start with L, i.e. L0418/09 are Military Local NOTAMS issued by Base Operations and/or AT&A Officer and are just good information for aviators (non-safety of flight).
- Now here comes the confusing part:
- If we (Base Ops) issue a NOTAM that affects civil aircraft then we have to call Flight Service and have them issue a civil NOTAM and we get a duplicate NOTAM.
- This is DoD wide, not just Fort Hood.
- DoD is working with the FAA to come up with a system so that if we issue a NOTAM we would not have to call Flight Service. The problem is if a civil pilot calls Flight Service for NOTAMS Flight Service only reads the Civil and FDC NOTAMS and not the "M" NOTAMS It would seem that the simple solution would be for Flight Service to be required to read all, but evidently it's not that simple.
- We will keep everyone posted as we get more information.
- We know there are a lot of NOTAMS posted and some are duplicates, please bare with us during this construction period.
- Please pass this info on to your aviators, hopefully it has answered some of you questions and not just confused you more.

FHFSSC – New Business

- **Issue**: Noise Complaints – Mrs. Boyd
- **Discussion**: Per Bob Ulrigg, DAO, Ms Boyd has called several time is the past several years.

- Her complaint is that our aircraft fly low over her house all the time both day and night (at all times day and night). She also complains that the aircraft have their landing light on and it shines on her house.
- She stated that the aircraft keep her small children awake at night. Her house is located under the East B corridor (see attached map). She also stated that the aircraft were so low that it causes the windows to rattle and items on the table to shake.
- She has been informed that her house is under the air corridor (East B), and of the Fort Hood policy of 500 feet slant range from buildings and livestock. She stated she believes our aircraft are flying below 500 feet AGL.
- Airspace does not believe this is traffic at Longhorn/Shorthorn but rather traffic on West B and could be anyone flying at Fort Hood. This is a sparsely populated area, however she stated her neighbors have complained to her also. I have not received any other complaints from that area.
- We do not want to create a No-Fly Area, and would rather ensure our aviators are doing the right thing and flying neighborly.

FHFSSC – New Business



FHFSSC – New Business

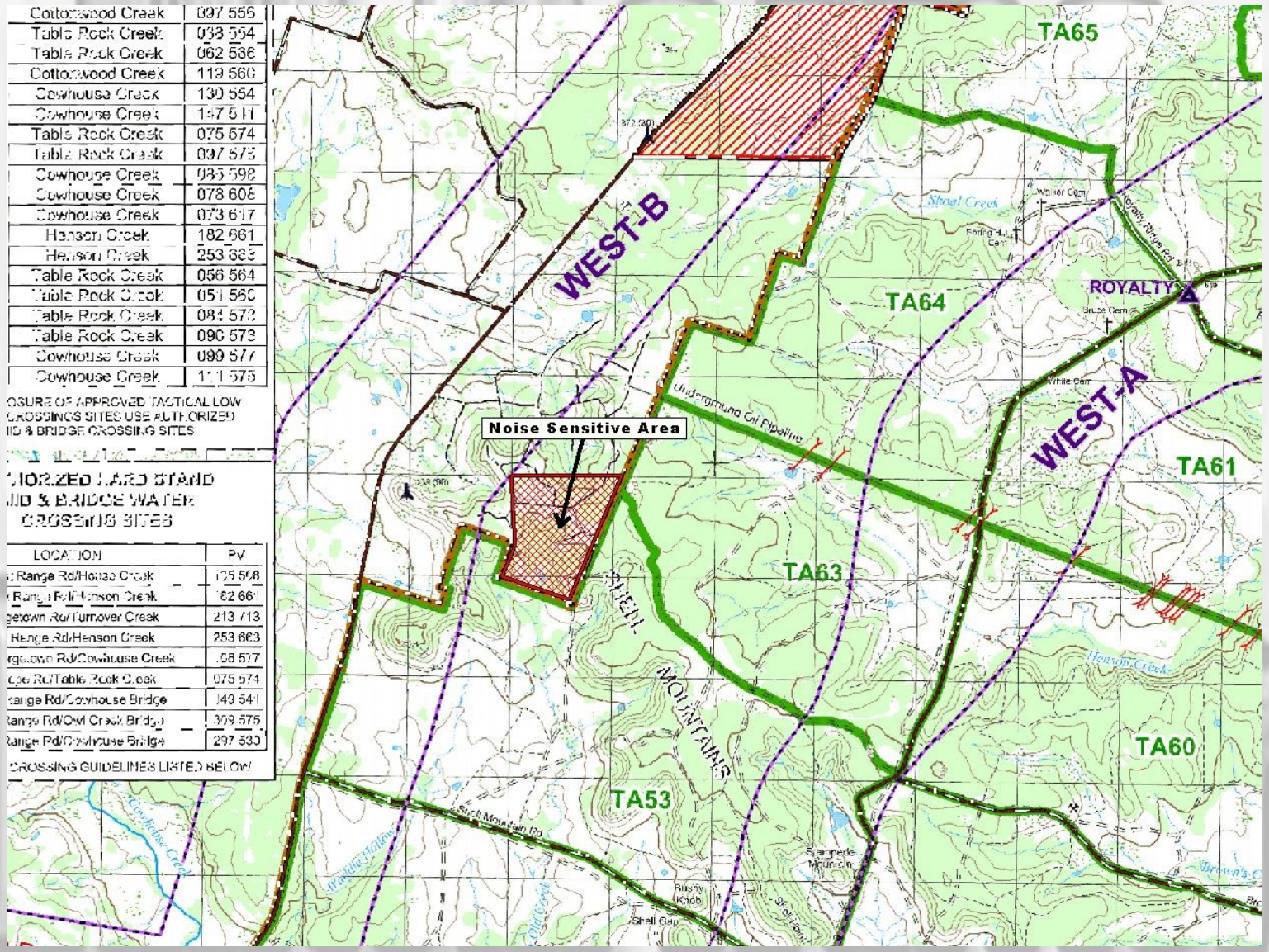
- **Issue**: Noise Sensitive Area

- **Discussion**: Per Bob Ulrigg, DAO

- Typically the complaints are from aircraft operating on the reservation in TA 53. If an aircraft cuts the corner they fly over her house and horse pens scaring her horse. Aircraft operating on the route (West B) do not over fly her property.

- To avoid another No-Fly area we are treating this area as a noise sensitive area which means aircraft just need to make sure they are not cutting the corner when flying in the area.

FHFSSC – New Business



Open Forum

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- Closing Comments
- 1st Quarter FY 09 meeting